

work is begun. As far as the executive work is concerned, Mr. Cooper would be about as free as ever. It is all essential, however, that there should be some public authority behind him to whom appeal may be made, and on whom the responsibility of making the law be to carry out should repose. Power to cut off the water from a district should not be dependent upon the mere ipse dixit of an official. Besides, consistency seems to demand that the Sanitary Board should be made the Water Authority. Mr. Cooper, as chief officer (after Mr. Chabot's departure) of the Drainage and Water Department, is subject to the Board as far as the regulation of house drains is concerned. Why should he be made independent with regard to the other half of his duties? If the Sanitary Board is to deal with house drains, is it not it to deal with the house water service? The drainage works are even less advanced than the water works, and yet jurisdiction has been given to the Board. There was, it is true, some friction at first, due perhaps to faults on both sides, but things are working smoothly now, and the public have more confidence in a body which is partially representative than in an official who, although very clever, has not always shown himself to be very discreet.

LOCAL AND GENERAL.

PASSED SUZ CANAL.

OUTWARD BOUND.—Huangshan, May 20, Hector, 27; Coronado, Cyclops, Diamond, Glenora, Nestor, Albert, Maharajah, Ruxia, June 3; Bendler, Fabian, Orion, Jorden, Tanager, 6; Glenora, Melbourne, Paumotu, 10.

HOMEWARD BOUND.—Patrolas, June 3; Canton, 6; Caradine, 10.

The P. & O. s.s. *Rome*, with the English Mail, after 23 days, left Singapore on Monday, the 16th June, at 5 p.m., and may be expected here on or about Saturday, the 21st June. This Packet brings replies to letters despatched from Hongkong on April 16th.

The Canadian Pacific s.s. *Abyssinia*, from Vancouver, B.C., left Yokohama for Kobe, Nagasaki and Hongkong on the 16th June.

The new Indo-China s.s. *Lienahing*, from London, leaves Singapore on the 15th June, and may be expected here on or about the 21st June.

The s.s. *Benali*, from Lath and London, left Singapore on June 15th, and may be expected here on or about June 21.

The Union Line s.s. *Jeer* left Singapore on the 16th June, and may be expected here on or about the 21st June.

The P. & O. s.s. *Shanghai* left Singapore for this port on June 16th, and may be expected here on or about 21st.

This delivery of the French Mail was begun at 9.10 a.m.

We learn that the British India steamer *Almoraz*, Capt. Grier, proceeds from Java to Brisbane, and thence to England with mails, taking the place of the unfortunate steamer *Decca*, which was lost on Daedalus Reef.

We have to acknowledge receipt of a pamphlet entitled 'Report of the Missionary Conference held in Shanghai, May 1890,' issued from the office of the N. C. Daily News. We have no doubt the work will be prized by missionaries and others, as it gives a succinct record of the work done at one of the most important conferences held in China.

Old residents will regret to learn of the death of Major-General Brine, R.E., note of which appears in the telegrams by the French Mail. Frederick Brine was in the Crimea, and in 1863 he took part in the attack on the ports at Kagoshima, when he obtained brevets of Major. When subsequently stationed in Hongkong, Major Brine was commander of the Volunteer Corps (Artillery and Rifles), and under his energetic and enthusiastic command that body reached a point of efficiency and strength which it had never previously attained or has since equalled. It was during his command that the Hongkong Volunteers made their memorable visit to Massao, where they landed their field guns on the Praya Grande, and were feasted royally by Governor Amal under a magnificent marquee. The gallant Major was presented on that occasion with a sword to mark the event, of which he was exceedingly proud. But few of the Volunteers who made that successful trip in the old *Felicia* (Capt. Carroll) now remain, but those who can still answer to the roll-call will hear with regret the news of the death of their gallant old Commander. General Brine retired from the service six years ago, and his name has been heard of a good deal of late years in connection with aeronautic feats, which to him had a peculiar fascination.

The Legislative Council meets on Monday. The following are the Orders of the Day:

1. Financial Minutes.
2. Report of the Finance Committee (No. 16).
3. Honourable P. Byrne, pursuant to notice, will move for the following:—

- (a) A return of the cost of the completed Light-house of the Colony.
- (b) The yearly expenditure for upkeep, wages and material, in the case of the Light-house, for the year ending 31st December, 1889.
- (c) A return showing the receipts, yearly, from 'Light dues' from the time of their imposition to the 31st December, 1889.
4. Committee on 'The Magistrate's Bill.'

5. Second reading of the Bill entitled 'An Ordinance to amend and consolidate the law relating to the protection of Women and Girls.'

Before Mr. Robinson in the Police Court to-day, Lau Ah-chong pleaded guilty to a charge of throwing rubbish into the harbour, and was fined \$10 with the alternative of six weeks' hard labour.

Messrs. Carlowitz & Co. inform us that the N. G. T. steamer *Bormida* from Bombay, left Singapore for this port this afternoon, at 5 o'clock, and may be expected here on or about the 26th instant.

THERE was a fairly large audience at the Theatre Royal last night when Stanley's Company performed 'Patience.' The performance was under the patronage of H. E. the Administrator, who was present. The work is not of the kind that is best suited to the capabilities of the Company, but on the whole, after making all the allowances, they gave a very fair representation of it. Everybody in the piece played with a carelessness and an evident desire to succeed which is characteristic of all the members of the Company. Mr. Harry Pynel's *Bunthorne* was perhaps the most successful of the parts and gained him cordial approbation. Miss Amy Childs as *Patience* appeared to greater advantage than on any previous occasion here, and gave a fairly good account of the part, although she does not seem to have quite recovered her voice yet. Miss F. Stanley was pretty well suited with the part of *Lady Jane* and both her singing and acting were praiseworthy. Mr. Liddiard, who made rather a good impression on his first appearance, did not improve it greatly by his playing of the part of *Archibald Grainger* last night, but that was chiefly due to the fact that he could not do justice to the music. In the pretty duet with *Patience*, 'Willow, willow, waly,' this was very evident. Messrs. Fletcher, Driscoll and Packard, as the Officers of the Dragoon Guards, rendered efficient service. Although some of the concerted pieces were rather poorly rendered, notably the sextet in the first act, the choruses as a rule went very well. The opera was well staged and appropriately dressed. Some of the instruments of the orchestra were a little too obviously affected by the high temperature, a misfortune which is inevitable under such circumstances. The Company give 'She-o' for the third time to-night, and to-morrow evening 'Les Cloches de Corneville' will be performed.

RACE ACROSS THE ATLANTIC.—A neck-and-neck race across the Atlantic has just been finished. Two of the crack 'ocean greyhounds,' the Cunard steamship *Aurania*, and the Anchor Line steamship *City of Rome*, left the United States on May 3. The *City of Rome* left New York City at 5 p.m., and chased the *Aurania*, which vessel left her dock in the same city at 4 p.m. The two racers hardly lost sight of each other for an hour throughout the whole passage, but the *City of Rome* soon passed the *Aurania*, and the last-mentioned vessel for the most part of the voyage five miles astern of her rival. At Broomhead the *City of Rome* led by ten minutes only, but upon reaching the Mersey at seven o'clock on May 11 she had a lead of fifteen minutes. The most intense excitement prevailed on board both vessels during the race. Bala went freely during the race, and a large amount of money changed hands on the result.

Mr. Charles W. Hamilton, Surgeon, R.N., writes to the *British Medical Journal*:—The successful treatment of sea-sickness which surgeons almost have to do with, and which generally they are unable to effect, to alleviate, must prove my excuse for bringing before the profession the curative effect of kola (*Sterculia acuminata*) in this direction. In the few cases which I have lately had to deal with, I have found the internal administration of the seed of the kola a most successful remedy. Half to one drachm of the seed chewed slowly was followed, in about forty minutes, by complete cessation of the various symptoms of sea-sickness, the depression, vomiting, and giddiness disappeared; the heart's action regulated and strengthened, and a confidence in heavy weather that my cases never before experienced during the many years they have served in the Royal Navy, and had tried the usual remedies prescribed by their officers. At present no means of preventing sea-sickness in those susceptible of it is known; and I venture to believe that the kola, or its alkaloid, we have one, and that a larger trial of this drug will tend to support my opinion. From its well-known stimulating and invigorating properties during fatigue, for which it is daily used by the natives on the West Coast of Africa and Boudan, its action in sea sickness seems to be the giving tone to the nervous system, proving a stimulant—acting generally and locally.

A Ladies' Military Society has been formed, it seems, in New York, the members of which are a hundred young ladies 'belonging to the wealthiest families.' They have donned uniforms, and have gone still further in their military enthusiasm by engaging a quartermaster-sergeant from Germany, belonging to the 22nd Prussian Regiment, as their drill instructor. We have, however, yet to learn what is the exact motive with which the New York Female Military Society has been started. Full details are given as to what the uniform consists of, which leads to the supposition that this matter of dress is really the most important question in the eyes of the American Amazons. First of all there is a skirt reaching to the knee, followed by leggings which are brown for the privates and white for the officers, and surmounting all is a blouse of a handsome and elegant design. It is expensive looking and a blouse, and is said to be wide enough to permit of free movements of the limbs in case the feminine combatants wish to charge or to best a rascal in the field. For a head-covering there is, of course, a kepi, which is decorated with a plume of feathers, and is worn by the Militia. It is really a pity that it is hardly possible that the enthusiasm of these amateur soldiers will stop short of a big drum.

THE Duke of Norfolk has written from the Holy Land to inform Her Majesty of an interesting and unique incident in connection with the visit of the English pilgrims to Palestine, who have now left Jerusalem and are returning home. On St. George's day, for the first time since the age of the Crusades, Pontifical High Mass was sung at the altar after in front of the Holy Sepulchre by an English Priest, the Rev. Canon, William Clifford, Bishop of Clifton; and his Lordship also preached, after which the altar, 'Domine Salvem fac Regem' was sung; in other words, 'God Save the Queen' was sung by the Queen or any other British Sovereign had been publicly prayed for in that place, probably, since the time of Richard Coeur de Lion, and certainly the first since the Reformation.

A WHOLESALE HOMICIDE.—The *Shin Pao* tells the following tale:—One of the most horrible and atrocious crimes ever committed in the record of the Original Courts in any province was the murder of three persons by one man in a district called E-shing (馬城) in one of the southern provinces. Three were deliberately murdered. The criminal first made away with his own mother, then his grandmother, and the last was committed. He ran over to the adjacent district, where he was arrested and taken back to his own district for trial. He never was known to have committed any sort of crimes and always seemed to be happy with his family. A temporary insanity must have seized him for he had committed such a great crime. His case was at once reported to the Provincial Judicial Commissioner, who 'commanded the district official to make the criminal an example by hanging him on a pole in a prominent place for a number of days, after undergoing sentences of death by the slicing process.'

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His Excellency Sir H. T. James, the new Chinese Minister to the Court of St. James, has been busy engaged in paying official visits to the Foreign Ambassadors in London, as according to diplomatic etiquette, he is bound to do on taking possession of his post. Last week his Excellency called upon the Russian Ambassador, accompanied by Sir Halliday Mackenzie, the English Secretary of the Chinese Legation; he was received by the French, German, Italian, Turkish, and Austrian Ambassadors; and he will conclude his round of visits by calling on the Spanish Ambassador. The new Secretaries of the Chinese Legation are Messrs. Huang, Toun Hien and Hui Yik.

THE *British Press* says:—The cooling of the three Spanish war vessels in the roads cost 94 cents per ton more than cooling at the wharf would have cost; and that 94 cents do not include any charges for demurrage or insurance of tonnage. Further, coaling operations lasted fully three days, whereas at the wharf the work could have been done in three hours.

This question how Belgium will meet the fatal date of the expiration of the Latin Union, which is to be determined at the end of the present year, in the Brussels correspondent of the *Times* states, again coming to the surface. The Banque de France alone possesses 204,000,000 francs in Belgian 5 fr. silver pieces, for which Belgium will, at the expiration of the Union, have to pay in gold. Nothing is known as yet as to the manner in which the Belgian Ministry intends to meet the difficulty.

AN ODD COINCIDENCE.—When the last mail left England, the political climate in London were laughing over an odd coincidence associated with the name of that model member of Parliament and society, Mr. Haldane, the rising Q.C., who represents a Scottish constituency. It was announced some months ago that the estimable gentleman was engaged to be married, and almost simultaneously he brought in a Bill to remove the Parliamentary voting disabilities of women. Three weeks ago a statement appeared in the newspapers that Mr. Haldane's matrimonial engagement was off, and on the very same evening the hon. member came down to the House and withdrew the Women's Disabilities Removal Bill.—*Pioneer*.

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SUPREME COURT.

IN CRIMINAL SESSIONS.

(Before His Honour Mr. Fielding Clarke, Acting Chief Justice.)

Wednesday, June 18.

The monthly Criminal Sessions opened to-day.

Obtaining Goods by False Orders.

Leung Choo was charged with obtaining a quantity of tobacco on a forged order on 23rd May and with attempting on the same day to obtain another quantity in the same way. He pleaded not guilty, and the following gentlemen were sworn as a jury:—Messrs. Ng Sau Sang, W. Thomas, G. L. Meunier, W. S. Banbury, J. D. Laperriere, G. T. Hamilton and J. Moore.

The Attorney General (Hon. W. M. Goodman) said the prisoner was charged with obtaining three packages of tobacco of the value of \$1.20 and endeavoring to obtain 5½ centies more on the same day by means of a forged order. He seemed to have a great liking for tobacco, but instead of getting it in the ordinary way he used a forged order. The first order was presented at tea o'clock in the morning, when he obtained tobacco, but between that time and the time the next order was presented the shop-keeper had their suspicions aroused and had the man arrested. The orders purported to be signed by Li Man Shang and the prisoner when arrested said he was younger brother of this man who had given him the order. He did not, however, call the person as a witness.

The jury unanimously found the prisoner guilty of both charges.

His Lordship said he would pass a very light sentence on account of the prisoner's youth, but warned him that his would not be off so easily again. The sentence was two months' hard labour on each count, four months in all.

THE MYSTERIES OF THE TEA TRADE.

At the Workshop-street Police Court on the 16th May, Thomas Rogers and Robert Pigott, trading as tea dealers in Whitechapel, appeared to answer to a summons issued by the Merchandise Marks Act charging them with having sold or caused to be sold certain tea to which a false trade description had been applied, contrary to 50 and 51 Vic., cap. 26.—*Continued* from 15th March. About 6.30 p.m. that day the trap door of the second floor of the house was lifted up and four men entered. There were several women in the house at the time. The men asked for some person whom the people of the house alleged to be the proprietor. When getting alarmed, called out thieves on which the men decamped as suddenly as they had appeared. What their intention was it was impossible to say, but presumably they had mistaken the house for another one. Before they left, one of the men alleged to be the proprietor, rubbed some pepper in the eyes of one of the women, and this was the offence with which the prisoner was now charged.

His Lordship in summing up pointed out several discrepancies in the evidence and suggested the possibility of a false charge. The jury returned a unanimous verdict of not guilty, and the prisoner was discharged.

ALLEGED BRIBERY.

Sam Aam, a trader, was charged with attempting to bribe a police constable. It was alleged that the defendant, while acting as master of a junk, on board which was a quantity of arms which he had no licence to carry, offered a bribe of \$2 to induce the constable to refrain from arresting him.

The Attorney General said he need hardly tell the jury that it was very necessary that in a colony like this anything in the shape of taking bribes on the part of any person connected directly or indirectly with the police should be firmly put down, and it was equally desirable that persons who offered such bribes should be punished. The prisoner was charged with attempting to bribe a police constable so as to prevent him from doing his duty. He did not relate the circumstances of the case as alleged by the police, but the evidence of the constable who brought the charge against the defendant in the first instance being unsatisfactory, the Attorney General did not proceed with the case. His Lordship said he had no doubt that the witness was prevailing.

The prisoner was then discharged.

EMBEZZLEMENT BY A POSTOFFICE CLERK.

Gabriel Jorge (23), clerk, was charged with having, whilst employed as a clerk by the Hongkong and Shanghai Banking Corporation, Marina Cove Limited, stolen on the 7th instant the sum of \$31 and \$50.

The prisoner pleaded guilty.

The Attorney General said the prisoner had pleaded guilty to three charges of larceny, and a clerk accused of such a crime is to be treated as a thief. He was charged with having stolen the sum of \$31 and \$50. What unlike the charge so serious is not exactly the amount that has been taken, it is the betrayal of confidence which is the main point. There is reason to suppose that there is reason to believe that the amount which has been charged, but your Lordship of course can only deal with the charge as it comes before you. In case of embezzlement in England three charges are laid, and in this case I did not see that any advantage would accrue to the community by increasing the number of these charges. I only mention that because I thought it my duty to do so.

The prisoner, however, has pleaded guilty to three specific charges, and it is right that the same confidence should be in young man in position, and of good character, who would not hold that position; then we have that character forfeited, that position lost, that trust and that confidence abused. The prisoner's duties were simple enough, they included among other things the carrying from time to time of such sums of money as he received from his employer to the Chartered Bank of India, Australia, and China, and in the ordinary course of business he would take with him a paying in book, with the bank and now please counterfeited was introduced by one of the employees of the bank and would be a voucher to the banker that the money had been received and duly paid in. 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From time to time the prisoner was entrusted with sums of money, and he had to take with him a paying in book, with the bank and now please counterfeited was introduced by one of the employees of the bank and would be a voucher to the banker that the money had been received and duly paid in. From time to time the prisoner was entrusted with sums of money, and he had to take with him a paying in book, with the bank and now please counterfeited was introduced by one of the employees of the bank and would be a voucher to the banker that the money had been received and duly paid in. From time to time the prisoner was entrusted with sums of money, and he had to take with him a paying in book, with the bank and now please counterfeited was introduced by one of the employees of the bank and would be a voucher to the banker that the money had been received and duly paid in. From time to time the prisoner was entrusted with sums of money, and he had to take with him a paying in book, with the bank and now please counterfeited was introduced by one of the employees of the bank and would be a voucher to the banker that the money had been received and duly paid in. From time to time the prisoner was entrusted with sums of money, and he had to take with him a paying in book, with the bank and now please counterfeited was introduced by one of the employees of the bank and would be a voucher to the banker that the money had been received and duly paid in. From time to time the prisoner was entrusted with sums of money, and he had to take with him a paying in book, with the bank and now please counterfeited was introduced by one of the employees of the bank and would be a voucher to the banker that the money had been received and duly paid in. 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From time to time the prisoner was entrusted with sums of money, and he had to take with him a paying in book, with the bank and now please counterfeited was introduced by one of the employees of the bank and would be a voucher to the banker that the money had been received and duly paid in. From

Mails.

NOTICE.
COMPAGNIE DES MESSAGERIES
MARITIMES.
PAQUEBOTS POSTE FRANÇAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, ADEN, SUEZ,
PORT SAID,
MEDITERRANEAN AND
BLACK SEA PORTS, ALEXANDRIA,
MARSEILLES, AND PORTS
OF BRAZIL, AND LA PLATA.

ALSO
LONDON, HAVRE AND BORDEAUX.

ON THURSDAY, the 19th June,
1890, at Noon, the Company's S.S.
TRAUADDY, Captain J. L. PARVET, B.N.R.,
with MAILS, PASSENGERS, STOWAGE,
and CARGO, will leave this Port for the
above places.

Cargo and Specie will be registered for
London as well as for Marseilles, and
accepted in transit through Marseilles for the
principal places of Europe.

Shipping Orders will be granted till
Noon.

Cargo will be received on board until 4
p.m. Specie and Parcels until 3 p.m. on the
18th June, 1890. (Parcels are not to
be sent on board; they must be left at
the Company's Office.)

Contents and values of Packages are re-
quired.

For further particulars, apply at the
Company's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, June 6, 1890. 1034



STEAM FOR
SINGAPORE, PENANG, COLOMBO,
ADEN, SUEZ, PORT SAID,
MALTA, GIBRALTAR, MARSEILLES,
BRINDISI, TRIESTE, VENICE,
PLYMOUTH AND LONDON.

ALSO,
BOMBAY, MADRAS, CALCUTTA
AND AUSTRALIA.

N.B.—Cargo can be taken on through bill
of Lading for BATAVIA, PHOENIX
GULF PORTS, MARSEILLES,
TRIESTE, HAMBURG, NEW YORK
AND BOSTON.

SPECIE ONLY LANDED AT PLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY'S Steamship
CLYDE, Captain J. L. PARVET, B.N.R.,
with Her Majesty's Mails, will be
despatched from this Port for LONDON and
BOMBAY and SUEZ CANAL, on THURSDAY,
20th June, at Noon.

Cargo will be received on board until 4
p.m. Specie and Parcels (gold) at the Office
until 4 p.m. on the day before sailing.

Silk and Valuable for Europe will be
transhipped at Colombo; General Cargo
for London will be conveyed and Bombay
without transhipment, arriving one week
later than by the ordinary direct route via
Colombo. Tea will be sent either via Bom-
bay or Colombo, according to arrangement.

For further Particulars regarding
FREIGHT and PASSAGE, apply to the
PENINSULAR AND ORIENTAL STEAM NAVI-
GATION COMPANY'S Office, Hongkong.

The Contents and Values of Packages are
required to be declared prior to shipment.

Shippers are particularly requested to
note the terms and conditions of the Com-
pany's Black Bills of Lading.

Passengers desirous of insuring their bag-
gage can do so on application at the Com-
pany's Office.

This Steamship takes Cargo and Passengers
for MARSEILLES.

E. L. WOODIN,
Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, June 16, 1890. 1004

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP
COMPANY.

THROUGH TO NEW YORK, VIA
OVERLAND RAILWAYS, AND TOUCHING
AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship CHINA
will be despatched for San Francisco,
via Kobe and Yokohama, on THURSDAY,
the 20th June, at 1 p.m., taking Passengers
and Freight for Japan, the United States,
and Europe.

Through Bills of Lading issued for trans-
portation to Yokohama and other Japan
Ports, to San Francisco, to Atlantic and
Inland Cities of the United States, via Over-
land Railway, to Havana, Trinidad, and
Demerara, and to ports in Mexico, Central
and South America, by the Company's and
connecting Steamers.

Through Passage Tickets granted to
England, France, and Germany by all
trans-Atlantic lines of Steamers.

First-class Fare granted as follows:—
To San Francisco ... \$225.00
To San Francisco and return ... \$393.75
available for 6 months ...

To Liverpool ... 325.00
To London ... 330.00
To other European ports at proportionate
rates. Special reduced rates granted to
Officers of the Army, Navy, Civil Service,
and the Imperial Chinese Customs, to be
obtained on application.

Passengers by this Line have the option
of proceeding overland by the Southern
Pacific and connecting Lines, Central Pa-
cific, Northern Pacific or Canadian Pacific
Railways.

Passengers, who have paid full fare, re-
embarking at San Francisco for China or
Japan (or vice versa) within one year will be
allowed a discount of 10%. This allowance
does not apply to through fares from China
and Japan to Europe.

Freight will be received on board until 4
p.m. the day previous to sailing. Parcel
Packages will be received at the office until
5 p.m. same day; all Parcel Packages
should be marked to address in full; value
of same is required.

Consular Invoices to accompany Cargo
destined to points beyond San Francisco,
in the United States, should be sent to the
Company's Office in Sealed Envelopes,
addressed to the Collector of Customs at San
Francisco.

For further information as to Passage
and Freight, apply to the Agency of the
Company, No. 604, Queen's Road Central.

G. D. HARMAN,
Agent.

Hongkong, June 17, 1890. 1015

Mails.

**Occidental & Oriental Steam-
Ship Company.**

MAKING CARGO AND PASSENGERS
TO JAPAN, THE UNITED
STATES, MEXICO, CENTRAL AND
SOUTH AMERICA, AND EUROPE,
VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC & OTHER CONNECTING
STEAMERS.

THE Steamship BELGIO will be
despatched for San Francisco, via
Yokohama, on TUESDAY, the 18th June,
at 1 p.m.

Connection being made at Yokohama,
with Steamers from Shanghai and Japan
Ports.

All Parcel Packages should be marked to
address in full; and same will be received at
the Company's Office, until 5 p.m. the day
previous to sailing.

First-class Fare granted as follows:—
To San Francisco ... \$225.00
To San Francisco and return ... \$393.75
available for 6 months ...

To Liverpool ... 325.00
To London ... 330.00
To other European ports at proportionate
rates. Special reduced rates granted to
Officers of the Army, Navy, Civil Service,
and the Imperial Chinese Customs, to be
obtained on application.

Passengers by this Line have the option
of proceeding overland by the Southern
Pacific and connecting Lines, Central Pa-
cific, Northern Pacific or Canadian Pacific
Railways.

Passengers, who have paid full fare, re-
embarking at San Francisco for China or
Japan (or vice versa) within one year will be
allowed a discount of 10%. This allowance
does not apply to through fares from China
and Japan to Europe.

Freight will be received on board until 4
p.m. the day previous to sailing. Parcel
Packages will be received at the office until
5 p.m. same day; all Parcel Packages
should be marked to address in full; value
of same is required.

Consular Invoices to accompany Cargo
destined to points beyond San Francisco,
in the United States, should be sent to the
Company's Office in Sealed Envelopes,
addressed to the Collector of Customs at San
Francisco.

For further information as to Passage
and Freight, apply to the Agency of the
Company, No. 604, Queen's Road Central.

G. D. HARMAN,
Agent.

Hongkong, June 16, 1890. 1035

Insurances.

**QUEEN FIRE INSURANCE COM-
PANY.**

THE Underwritten, Agents for the above
Company, are prepared to ACCEPT
RISKS against FIRE at Current Rates.

NORTON & Co.,
Agents.

Hongkong, July 16, 1887. 1340

SHARE LIST QUOTATIONS—JUNE 18, 1890

Stocks	No. of Shares	Value	Paid-up	Closing Quotations, Cash.
Hongkong and Shanghai Bank Corp.	10,000	\$120	all	\$193 7/8 prem.
MARINE INSURANCES.				
Marine Insurance Office Co., Ltd.	10,000	\$250	all	\$120, sales
Marine Traders Insurance Co., Ltd.	24,000	\$83.33	all	\$20 7/8
China Insurance Co., Limited	1,500	\$1,000	all	\$20 nominal
North-China Insurance Co., Ltd.	20,000	\$100	all	\$20
Shanghai Insurance Co., Ltd.	20,000	\$100	all	\$20
Shanghai Insurance Society Co., Ltd.	10,000	\$250	all	\$25,000, sellers
Vangate Insurance Association, Ltd.	8,000	\$100	all	\$18 1/2
FIRE INSURANCES.				
China Fire Insurance Co., Ltd.	20,000	\$100	all	\$20, buyers
Hongkong Fire Insurance Co., Ltd.	8,000	\$250	all	\$20, buyers
Straits Fire Insurance Co., Ltd.	20,000	\$100	all	\$20, buyers
SHIPPING INSURANCES.				
Singapore Insurance Company, Ltd.	40,000	\$100	all	\$20, buyers
DOCKS.				
Hongkong & Whampoa Dock Co., Ltd.	12,500	\$125	all	\$1 1/2 prem.
STEAMBOATS.				
China and Mails S. S. Co., Ltd.	3,500	\$50	all	\$103
Douglas Steamship Co., Limited	20,000	\$60	all	\$55
U. S. and M. Steamship Co., Ltd.	20,000	\$60	all	\$36 1/2
Pacific-China S. S. Company, Limited	20,000	\$60	all	\$22 1/2, buyers
Steam Launch Company, Limited	20,000	\$60	all	\$30, buyers
REFINERIES.				
China Sugar Company, Limited	15,000	\$150	all	\$169
Luzon Sugar Company, Limited	7,500	\$75	all	\$78
WHAVERIES.				
H. K. & Coy. Wharf & Godown Co.	20,000	\$50	all	\$74
LAND AND BUILDING.				
Hongkong Land Investment and Agency Company, Limited	50,000	\$100	all	\$1,330, sellers
Kowloon Land and Building Com- pany, Limited	6,000	\$60	all	\$30, sales
Peak Building Company, Limited	1,000	\$100	all	\$710
Richmond Terrace Building Co., Limited	1,000	\$100	all	\$200
Shanghai Land Company, Limited	12,500	\$125	all	\$24
West Point Building Co., Limited	12,500	\$125	all	\$24
Trust and Loan Co. of China &c., Ltd.	89,875	\$100	all	\$124, sellers
LD.	12	\$12	all	\$124
TRAMWAYS.				
H.K. High-Level Tramways Co., Ltd.	1,200	\$120	all	\$125
MINING.				
Johanna Mining & Trading Co., Ltd.	4,500	\$45	all	\$34
Pongsona & Sengnie Dye Sanitation Mining Co., Limited	83,000	\$830	all	\$34
Selama Tin Mining Company, Limited	115,000	\$1,150	all	\$33, sales
Societe Francaise des Charbon- nages de Tonkin	8,000	\$80	all	\$350, nom.
The Balmora Gold Mining Co., Ltd.	15,000	\$150	all	\$134
Lauris Mines, Limited	17,000	\$170	all	\$15 1/2
PLANTING, ETC.				
China-Borneo Company, Limited	7,500	\$75	all	\$18, sales
Darvel Bay Trading Company, Ltd.	4,000	\$40	all	\$18, buyers
East Borneo Planting Co., Limited	4,000	\$40	all	\$18, buyers
Lebak Planting Company, Limited	5,000	\$50	all	\$18, buyers
Songai Koyah Planting Co., Ltd.	5,000	\$50	all	\$18, buyers
H. G. Brown & Co., Limited	6,000	\$60	all	\$18, buyers
The Luanan Planting Co., Limited	6,000	\$60	all	\$18, buyers
HOTELS, ETC.				
Austria Arms Hotel and Building Company, Limited	4,000	\$40	all	\$25 1/2, gis.
Hongkong Hotel Company, Ltd.	1,000	\$100	all	\$200
Peak Hotel & Trading Co., Limited	4,000	\$40	all	\$230, nom.
Borneo Hotel and Stores Co., Ltd.	1,000	\$100	all	\$30, nom., ex div.
Shamoon Hotel & Land Co., Ltd.	5,000	\$50	all	\$20, nom.
DISPENSARIES.				
A. S. Watson & Co., Limited	50,000	\$500	all	\$214
Crickshank & Co., Limited	1,000	\$100	all	\$40, nom.
MORTGAGES.				
U.S. and China Co., Limited	5,000	\$50	all	\$13 1/2, sellers
New Shares	1,900	\$19	all	\$7 1/2
Hongkong Electric Co., Limited	30,000	\$300	all	\$85, cash
GREEN ISLAND CEMENT CO., LTD.	20,000	\$200	all	\$33
Hongkong Brick & Cement Co., Ltd.	4,000	\$40	all	\$17 1/2, nom.
STEAMERS.				
A. G. Gordon & Co., Limited	6,000	\$60	all	\$320
Campbell, Moore & Co., Limited	1,500	\$15	all	\$11
Geo. Fenwick & Co., Limited	6,000	\$60	all	\$20, nom.
Hongkong Dairy Farm Co., Ltd.	3,000	\$30	all	\$80, nominal
Hongkong Ice Company, Limited	6,000	\$60	all	\$12, nom.
Hongkong Ice Company, Limited	6,000	\$60	all	\$100, sellers
Hongkong Rope Manufacturing Co., Ltd.	3,000	\$30	all	\$110
Marine Bank Furniture Co., Ltd.	5,000	\$50	all	\$10, nominal
FOUNDER'S SHARES.				
Amount	Value	Interest	Quotation.	
Chinese Imperial 1881	\$1,894,700.14	\$500	\$ 2 p. ann.	\$ 2 prem., nominal.
" " 1884	\$1,894,700.14	\$500	" " "	" " "
" " 1888	\$1,894,700.14	\$500	" " "	" " "
Hongkong Hotel Mort- gage Debentures, 1889	\$400,000.00	\$500	\$ 6 p. ann.	\$501

Mails.

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR
SINGAPORE, COLOMBO, ADEN,
SUEZ, PORT SAID,
BRINDISI, GENOA,
ANTWERP, BREMEN & HAMBURG,
PORTS IN THE LEVANT, BLACK
SEA & IALIC PORTS;
ALSO,
LONDON, NEW YORK, BOSTON,
BALTIMORE, NEW ORLEANS,
GALVESTON & SOUTH AMERICAN
PORTS.

THE COMPANY'S STEAMERS WILL CALL
AT SOUTHAMPTON TO LAND PASSENGERS
AND CARGO.

N.B.—Cargo can be taken on through Bills
of Lading for the principal places in
RUSSIA.

ON WEDNESDAY, the 2nd day of July,
1890, at 10 a.m. the Company's
Steamship BRAUNSCHWEIG, Capt. A.
MEIER, with MAILS, PASSENGERS,
SPECIE, and CARGO, will leave this Port
as above, calling at Genoa.

Shipping Orders will be granted till
Noon. Cargo will be received on board
until 4 p.m. Specie and Parcels until 3
p.m. on the 1st July. (Parcels are
not to be sent on board; they must be
left at the Agent's Office.) Contents and
Value of Packages are required.

The Steamer has ample accommodation
and carries a Doctor and Stewardess.
For further Particulars, apply to
MELCHERS & Co.,
Agents.

Hongkong, June 9, 1890. 1042

Intimations.

NOW READY.

**VOLUNTEERS AND THE DEFENCE
OF HONGKONG.**
A SKETCH.

PRICE, ——— FIFTY CENTS.

To be had at Messrs. LANE, CRAWFORD
& Co.; Messrs. KELLY & WALSH; and
Messrs. W. BARNES & Co.
August 14, 1889. 1682

A RAMBLE THROUGH SOUTHERN
FORMOSA.—By Mr. G. TAYLOR.
This Article, which has been reprinted
from the China Review, contains one of
the best sketches of Formosa Life yet written.
A few roughly-executed Woodcuts are
included in the pamphlet.

May be had—Price, \$1—at Messrs. LANE,
CRAWFORD & Co., and Messrs. KELLY &
WALSH, LIMITED, Hongkong; also, Mr. N.
MOALLE, Amoy.

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven sections, commencing at

Green Island. Vessels near the Hongkong shore are marked A., near the Kowloon shore B., and those in the body of the

Shipping or anchorage by the letters A. to K. in conjunction with the figures denoting the sections.

Section.
1. From Green Island to the Gas Works.
2. From Gas Works to Jardine's Wharf.
3. From Jardine's Wharf to the Harbour Master's Office.
4. From Harbour Master's Office to the P. and O. Co.'s Office.
5. From P. and O. Co.'s Office to P. and O. Co.'s Wharf.
6. From P. and O. Co.'s Wharf to the Naval Yard.

Section.
7. From Naval Yard to Blue Buildings.
8. From Blue Buildings to East Point.
9. From East Point to North Point.
10. Kowloon Wharves.
11. Jardine's Wharf.

Vessel's Name.	Flag.	Captain.	Flag and Rig.	Tonn.	Guns.	H.P.	Date of Arrival.	Assignees or Agents.	Destination.	Remarks.
Steamers.										
Activ	Brit.	Hygon	Dan. str.	355	June 17	Arnhold, Karlberg & Co.	Touron			
Amoy	Brit.	Lehmann	Ger. str.	816	June 17	Simmons & Co.	Shanghai			
Asagao	Brit.	Selck	Japan. str.	1568	June 16	Takasima Colliery				
Batavia	Brit.	Williamson	Brit. str.	2553	June 11	Adamson Bell & Co.	Vancouver (B.C.)			
Bellerophon	Brit.	Smith	Brit. str.	1400	June 17	Butterfield & Swire.				
China	Brit.	Seabury	Brit. str.	620	June 14	P. M. S. S. Co.	San Francisco		26th inst.	
Clara	Ger.	Christenson	Ger. str.	674	June 15	Simmons & Co.				
Catterthun	Brit.	Darke	Brit. str.	1400	June 18	Russell & Co.	Sydney, &c.		25th inst.	
Chow-chow-foo	Ger.	Chausen	Ger. str.	796	June 17	Melchers & Co.				
Damighair	Brit.	Richards	Brit. str.	1078	June 13	Adamson Bell & Co.				
Deuteros	Ger.	Dense	Ger. str.	1197	June 17	Ed. Schellhass & Co.				
Don Juan	Span.	Beltran	Span. str.	654	May 31	Brandao & Co.			K'loon Dock	To-morrow
Dorset	Brit.	Daniel	Brit. str.	1714	June 18	Mitras Bhai.	Kobe		K'loon Dock	To-morrow
Edinburgh	Brit.	Ruthen	Brit. str.	1336	May 8	Russell & Co.			K'loon Dock	To-morrow
Guthrie	Brit.	Shannon	Brit. str.	1494	June 11	Russell & Co.				
Gwalior	Brit.	Cole	Brit. str.	1008	June 16	P. & O. S. N. Co.				
Hailong	Brit.	Goddard	Brit. str.	783	June 17	Douglas Steamship Co.	Coast Ports		To-morrow	
Hailong	Brit.	Aubert	Brit. str.	874	June 16	Messageries Maritimes				
Harbin	Ger.	Massmann	Ger. str.	789	June 16	Wieler & Co.	Saigon			
Iphigonia	Ger.	Volmer	Ger. str.	1323	June 16	Simmons & Co.	Yokohama		20th inst.	
Iracmaddy	Fren.	Flandin	Fren. str.	1991	June 17	Messageries Maritimes	Europe, &c.		To-morrow	
Kong Beng	Brit.	Jones	Brit. str.	863	June 16	Yuen Fat Hong	Swatow & Bangkok			
Kwang Lee	Chi.	Lincoln	Chi. str.	1008	June 17	P. M. S. N. Co.				
Moray	Brit.	Duncan	Brit. str.	1411	June 18	Adamson, Bell & Co.	Saigon			
Nizam	Brit.	Woodbridge	Brit. str.	943	June 17	Chalmers	Singapore		To-day	
Oxus	Brit.	Jephson	Brit. str.	1613	June 8	P. & O. S. N. Co.	Singapore		26th inst.	
Oxus	Fch.	Delacruz	Fch. str.	1899	June 18	Messageries Maritimes	Shanghai		To-morrow	
Piccola	Ger.	Nissen	Ger. str.	873	June 18	Melchers & Co.				
Pilot Fish	Brit. tug.	Stottani	Brit. tug.	161	H. K. & W. Dock Co.				
Salvadora	Span.	Coute	Span. str.	688	June 18	Brandao & Co.				
Straits of Belle Isle	Brit.	Gings	Brit. str.	1389	June 13	Adamson, Bell & Co.				
Taicheng	Ger.	Duhne	Ger. str.	823	June 13	A. G. Morris				
Tartar	Brit.	Jackson	Brit. str.	1508	June 17	Jardine, Matheson & Co.				
Tartar	Brit.	Bailey	Brit. str.	1657	June 17	Gibb, Livingston & Co.				
Thaloo	Brit.	Hunter	Brit. str.	819	June 18	Douglas Steamship Co.				
Titan	Brit.	Brown	Brit. str.	1523	June 15	Butterfield & Swire	Amoy and Shanghai		To-morrow	
Tongshan	Brit.	Young	Brit. str.	1111	June 17	Decker				
Triumph	Ger.	Bruhn	Ger. str.	674	June 18	Wieler & Co.	Chefoo, & N'chwang		To-day	
Woorwaer	Ger.	Bruhn	Ger. str.	612	June 18	Edward Schellhass & Co.	Nagasaki		To-morrow	
Wingwang	Brit.	Croix	Brit. str.	1517	June 14	Jardine, Matheson & Co.	Calcutta		21st inst.	